

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 263



Number 263 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 17-11-2007**

News reports received from readers and Internet News articles taken from various news sites.

THIS NEWSLETTER IS BROUGHT TO YOU BY :



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl
info@vlierodam.nl



**The MAGSINO is operating in Guam
Photo : Brendan Lally - D/S Frontier Discoverer ©**

SVITZER
OCEAN TOWAGE



PARTNERS IN POWER

SVITZER OCEAN TOWAGE

Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

Telephone : + 31 2555 627 11
Telefax : + 31 2355 718 96
E-mail: smitwijs.sales@svitzerwijismuller.com

**DO YOU HAVE PICTURES OR OTHER SHIPPING RELATED INFORMATION FOR THE
NEWS CLIPPINGS ?? PLEASE SEND THIS TO :**

newsclippings@gmail.com

EVENTS, INCIDENTS & OPERATIONS



As cloggies far away in African waters, it is nice to meet and swap magazines so there is something new to read, although it is old. **ACERGY FALCON** is working in Kizomba Field for EXXON in Angola, to develop **Kizomba 'C'** complex with **FPSO MONDO**. When working close from the 'turret', heading of the FPSO is controlled by two ITC tugs **BLIZZARD** and **TYPHOON**. Today the **FALCON** was working away from the FPSO so the tugs were released. Captain **Gijs Dijkdrenth** of the **BLIZZARD** took the opportunity to approach the **FALCON** and send the MOB-boat across, to swap some magazines for them and the **TYPHOON**. The picture shows the **BLIZZARD** approaching **FALCON**, while the **TYPHOON** is seen in the distance behind her.

Photo / text : Jan Plug ©

Ship collision has nothing to do with COSCO

Chinese Foreign Ministry Liu Jianchao said Thursday the cargo ship which struck a bridge tower in San Francisco has no business relations with China Ocean Shipping Corporation (COSCO).

Media reports said that the cargo ship "**COSCO Busan**" struck the Bay Bridge in San Francisco of the United States on Wednesday last week, spilling gallons of oil into the bay.

The Bay Bridge's Delta tower, struck by a container ship last week, awaits repair on Wednesday, Nov 14, 2007, in the San Francisco Bay. The collision damaged the wood fender surrounding the tower's base and caused the ship to spill about 58,000 gallons of oil into the bay.

Liu said there were Chinese crew members on the freighter which was run by a company of the Republic of Korea (ROK). China hopes the incident could be properly handled soon and the environmental impact of the oil spilling could be reduced, Liu said.

China had urged the US side to ensure the safety and legitimate rights of Chinese crew members, he added.



The **PORTLAND BILL** lighthouse seen from the seaside
Photo : Piet Sinke ©

Shock for 200 passengers as Razzmatazz cruise is cancelled

The organiser of a 200-strong pelagic birding cruise group, scheduled to sail as passengers on the cruise ship **RAZZMATAZZ**, also known as **MADAGASCAR**, reacted with shock Wednesday to the news that the cruise to Europa Island beginning this Saturday has been cancelled with less than three days to go.

Tour organiser Trevor Hardaker told PORTS & SHIPS that he had over 200 people booked on the cruise, including people arriving from overseas, who now had to be advised the cruise was off. He said he wasn't sure whether he would be reimbursed either in part or in full.

Earlier yesterday he received a call from Mr Ian Powell of Razzmatazz Ocean Cruises advising that due to legal complications with the ship the cruise could not go ahead from Saturday 17 November. It is believed this may relate to an arrest order held against the ship.

There has been intense speculation in shipping circles in recent weeks as to if and when the cruise company Razzmatazz Ocean Cruises would begin operating. Advertisements in a Sunday newspaper indicated that cruises were to have commenced several months ago, but on each occasion the date has been postponed. The most recent date

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 263

when cruising from Durban to Mozambique islands was to have begun was given as 9 November but this date came and went with no sign of the ship being ready for departure. In addition the company's website, <http://www.razzmatazzoceancruises.co.za> is continuing (as of last night) to show a cruising schedule commencing on 30 September 2007.

According to the advertisements and the company website Razzmatazz Ocean Cruises intended operating all-year-round cruises to the Mozambique coast and to other ports in South Africa. Focus was also placed on theme cruises, in which an entire cruise would be sold to another organiser, such as the Indian Ocean Pelagic Birding Cruise.

Mrs D Powell, also of Razzmatazz Ocean Cruises told Ports & Ships yesterday she was unable to comment on the latest cancellation or when the ship would be available for cruising.

The cruise ship **Madagascar** (former **Bremerhaven**, former **Stella Maris II**, former **Viking Bordeaux**) arrived in Durban in November 2005 to begin an all-year-round cruise operation for Indian Ocean Cruises, a subsidiary company of the large property developer the Elan Group in conjunction with the Three Cities Hotel Group. The latter company was to run the ship's hospitality function. After a couple of cruises were completed the venture collapsed, for reasons that have not been made public. It is however known that the company had difficulty maintaining its sailing schedule and that hospitality staff on board the vessel were unhappy with sailing conditions, while passengers on board the few cruises reported the ship as being 'highly uncomfortable' in the moderate seas experienced.

On one of the few cruises attempted the ship was forced to seek shelter in Richards Bay, after failing to make progress towards Inhaca Island near Maputo.

Since the collapse of Indian Ocean Cruises the ship has languished at various berths in Durban harbour, under an arrest order but otherwise maintained reasonably well, as far as outward appearances can judge.

Source : ports.co.za



The **ALKYONIS** seen in Rio Grande
Photo : **Marcelo Vieira** ©

Werken op zee is bloed, zweet en tranen

Onderstaande foto's behoren bij het artikel uit de shippingnewsclippings no 262



Project crew of **JUMBO SHIPPING** seen working on top of a suction anchor 18 nm offshore Boston

Photo : Sjoerd Meijer - **JUMBO SHIPPING** ©

Full-year loss expected at Hurtigruten Group

SSG-TØNSBERG. Full-year losses of around NOK 150 million are now expected at Hurtigruten Group, which includes the Coastal Express service from Bergen to Kirkenes, despite improved nine-month results to pre-tax profits of NOK 107.2 million. However accounting changes produced a third quarter drop in earnings to NOK 141 million, down NOK 56 million on the same period last year. The board has now announced a comprehensive improvement program to be carried out in 2008. Hurtigruten is currently negotiating with the authorities for compensation for paid NOx tax, but no repayment is expected before the turn of the year.

Inexperienced crew on the Bourbon Dolphin

SSG-TØNSBERG. Two reports submitted to the **Bourbon Dolphin** inquiry, questioning the crew's proficiency in anchor handling operations in deep water. These suggestions are denied by Bourbon Offshore. The **Bourbon Dolphin** capsized and sank 85 miles northwest of Shetland last April and eight people lost their lives. A royal commission investigating the accident is due to report its findings in February. The two reports come from the tug **Olympic Hercules** and from the semi-submersible drilling rig **Transocean Rather**, who's anchor **Bourbon Dolphin** was handling when the accident happened. Grim Are Bergtun, master of the tug **Olympic Hercules**, said that he found the general level of experience of the crew of on the **Bourbon Dolphin** to low for this type of work. And he singled out the bridge crew. Towmaster Ross Watson on the **Transocean Rather** wrote in his report that the crew did not have sufficient experience for this type of work.

Cargo ship's crew zips up lips

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 263

The key players in the largest environmental crisis affecting the Bay in two decades are refusing to speak about the incident, hampering an investigation that has already been passed between federal agencies.

Six crew members aboard the **Cosco Busan**, the 900-foot cargo ship that slammed into the Bay Bridge last week and unleashed 58,000 gallons of oil into the water, have hired attorneys who have barred them from answering questions posed by the National Transportation Safety Board, the lead investigative body for the federal government.

Meanwhile, the U.S. Coast Guard revealed Wednesday that some crew members did not undergo drug testing within the 36-hour window required by federal law. Contractors working for the company that owns the ship tested six crew members for drugs 53 hours after the accident. The six crew members were also tested for alcohol three hours after the accident, instead of two hours as required by law, the Coast Guard said.

The alcohol tests were delayed because the crew needed to move the ship away from the accident site, according to the Coast Guard. State-commissioned Capt. John Cota, who was piloting the ship, was tested properly for drugs and alcohol and the results were negative, officials said.

The crew has already been questioned by the Coast Guard about the Nov. 7 incident, which last week handed the federal investigation into the accident to the NTSB. However, when the U.S. Attorney's Office began a criminal investigation, the crew members retained counsel, said Jim Lawrence, a spokesman with Regal Stone Ltd., the ship's Hong Kong-based owner.



The **COSCO BUSAN** is discharged as can be seen above

On advice of attorneys, the Chinese crew members — the captain, chief officer, helmsman, second mate, third mate and chief engineer — are not cooperating with the NTSB, Lawrence said. The crew has been issued subpoenas by the U.S. Attorney's Office. NTSB member Debbie Hersman said investigators would still be able to conduct a "thorough investigation" without the interviews, but that one-on-one interviews were desirable.

"There are a number of other parallel investigations that are going on at this time," she said. "It does make it very difficult for us to interview individuals in a safety accident investigation once stakes are increased."

Investigators said they would like to speak with the crew of the ship after Cota indicated there were "questions about the symbology" on the electronic charting system, Hersman said. The ship was using the electronic charting system because its radar had malfunctioned in the heavy fog.

According to Hersman, the operator of the Revolution — the tugboat assisting the Cosco Busan out of the Bay — told NTSB investigators the larger vessel was traveling at approximately 10-11 knots when it clipped the delta span of the bridge.

Cota and the captain of the ship were communicating in English while the captain and the rest of the crew were speaking in a Chinese dialect, Hersman said. Investigators are currently translating audio tapes from the voyage data recorder to better understand the crew's decision-making. Details regarding the investigation findings are expected today. **Source : examiner.com**

CASUALTY REPORTING



MULTRASHIP
TOWAGE & SALVAGE

Tel: +31 115 645000 - www.multraship.com

Myanmar ferry capsizes, 23 missing

At least 23 people were missing and presumed drowned when a ferry capsized in a river in northwest Myanmar, official newspapers reported on Thursday. Another 147 passengers were rescued on Tuesday night when the vessel sank in the Chindwin River, 890 miles (1,400 km) northwest of Yangon, the former Burma's main city, the Myanmar Alin reported.

It was the third major boat accident reported by state media this year in the army-ruled country where sinkings and collisions involving overloaded vessels are common.

At least 10 people died in a boat accident near Yangon in May and 20 passengers were killed in March when their vessel capsized in the Toe River near the former capital. (Reporting by Aung Hla Tun; Editing by Darren Schuettler and Sanjeev Miglani) **Source : reuters.com**

Ships Collide Causing Damage at Lagos Port



The MSC PILAR – Photo : Alexander Gorter ©

A container ship, the **MSC Pillar**, which was on its way to Tin Can Island Port, has run into another ship on anchorage, inflicting severe damage on the vessel at the Lagos Port Complex, Apapa. **Josco Suzhou**, a 35,000 metric

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 263

tonne vessel laden with 6,524 metric tonnes of bulk gypsum, was discharging at Berth 19 of the port complex at the weekend inside the terminal owned by Greenview Development Nigeria Ltd. when the **MSC Pilar** came on it. Eyewitnesses told the Nigerian Tribune that **MSC Pilar** was being piloted by one of the marine pilots of the Nigerian Ports Authority when it suddenly lost control and to avoid running into an on-coming bigger ship, went onto the Josco Suzhou which was at berth. **Josco Suzhou** suffered serious damage to its hull while the fenders at the quayside were also badly damaged. This was the second of such major accidents within a month at the Lagos Pilotage District. When contacted, the harbours master of the Lagos Pilotage District, Captain Effiong Uwak, confirmed it, saying that the **MSC Pilar** lost control as a result of steering failure. Source: tribune.com.ng



The **STENA ANTARCTICA** seen moored in Rotterdam-Europoort

Photo : Robert Smith ©

NAVY NEWS

THIS SECTION IS BROUGHT TO YOU BY :

ANGLO DUTCH SHIPBROKERS bvba



Waterstraat 16
2970 SCHILDE
BELGIUM
Tel : + 32 3 464 26 09
Fax : + 32 3 297 20 70
e-mail : anglodutch@pandora.be

Russian Navy Gets New Ship

The ceremony for the signing of the purchase-sale agreement for the **Steregushchy (Guardian)**, the first of a new line of corvettes for the Russian Navy at the Northern Wharf in St. Petersburg. Due to delays in financing, it took six years to build the new ship and no more of them will be ready for at least four more years. In the time it took to build this one, which was originally expected to be completed in 2004, its cost jumped from 1.8 billion rubles to 7 billion rubles.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 263

Observers note that such a price rise is normal for the first ship in a series, however. That is especially true when inflation in that time is considered. Tests uncovered serious flaws in it and its design will be revised. The hull of the ship will not have to be redesigned. The launch of new ship is not considered a public event. But this is the first ship in post-Soviet times built from a new design, so an exception was made. The Project 20380 corvette (formerly designed as a patrol boat) was designed by the Almaz design bureau in St. Petersburg.



The multipurpose craft has a water displacement of 2000 tons and speed of up to 26 knots. It will be equipped with Uran anti-ship missiles, Kortik-M anti-aircraft artillery missiles, a 100-mm. A-190 gun mount, two 30-mm. AK-630M gun mounts, a Paket-NK anti-ship/anti-torpedo complex and a Ka-27PL anti-ship helicopter.

A Navy spokesman estimated that 50 of the ships would be put into service. Three more are under construction now at Northern Wharf and one is being made for the Pacific Fleet at the Amur Shipbuilding Plant. The next ships of this model

will be ready only in 2011 because priority is being given to the construction of strategic nuclear submarines at Sevmashpredpriyatiya.

Source : **kommersant**

SHIPYARD NEWS

THIS SECTION IS BROUGHT TO YOU BY :



- Marine emergency response
- Wreck removal and salvage
- Diving services
- Underwater civil engineering
- Welding and cutting services



info@disamaritime.com
www.disamaritime.com

**Ketelaarstraat 5c
B-2340 Beerse
Belgium**

**Tel : + 32 (0) 14 62 04 11
Fax : + 32 (0) 14 61 16 88**



info@disacivil.com
www.disacivil.com

Aker Kvaerner Wins China Contracts

Aker Kvaerner takes further strides into the Chinese market by signing two deals with China National Offshore Oil Corporation (CNOOC). One contract is for the delivery of a complete marine drilling riser system and associated equipment, while the other is for delivery of mooring equipment to a new deepwater semi submersible drilling unit. Contract values are undisclosed. The marine drilling riser system has a total length of 7500 ft. The marine drilling riser system will be manufactured and delivered out of Aker Kvaerner Subsea's new high tech manufacturing centre in Malaysia. Delivery is scheduled for Q2, 2010. Aker Kvaerner subsidiary, Aker Kvaerner Pusnes will deliver its well-proven mooring equipment to CNOOC's drilling rig. **Source : MarineLink**

Is the superyacht boom coming to an end?

Rumours of a shake-out in the bullet-proof superyacht industry were mooted this week at the Global Superyacht Forum at METS. Organisers The Yacht Report expect almost 600 delegates guests at sessions on topics from private submarines to manning, paint, refit and design.

"The problem is, we've become victims of our own success; the days of the enthusiastic amateur are over," said Barry Gilmour, chair of Royale Oceanic Ltd, speaking on the first day, according to IBI News.

But for the fragmented, almost cottage industry which to date seems to have defied all rules of normal business, any shake-out will probably boil down to the exponential growth curve flattening somewhat. "We should prepare for the worst, slow growth," Gilmour said without a smile.

Despite bulging order books, shortages of crew, long delivery times, increasing regulation and graft are clouds on the horizon. Aspiring industry entrants are bedeviled by a lack of industry data.

Most shockingly, yacht owners shelling out hundreds of millions on these luxurious status-symbols may at last be taking some interest in costs, thinking everyone involved is getting rich at their expense - if only anyone could tell.

Indeed, almost every presentation referred to "a maturing industry".

"I've had lots of opportunity for shopping," said Neil Miller in his presentation on Monday. The British businessman, who has made his latest career buying superyacht service businesses, says he would buy more, but many seem not to trouble themselves with disciplines like business plans.

A lawyer in Wednesday's legal seminar observed that many yacht builders' contracts are horrific and, "...they should get real."

Conversely, speaking by teleconference facilities from New York, Steve Rattner cited an estimated 90,000 families worldwide who can afford a superyacht. With probably fewer than 4,000 delivered, Rattner, who is head of DLJMB Investment but most importantly a yacht owner himself, observed, "It's the best supply/demand imbalance I've ever seen; I cannot be more bullish on the industry."

And where there's confusion there's opportunity, as rumours of pots of venture (or vulture) capital seemed to be confirmed by consultants in suits from large international firms who said they'd come to discover what a superyacht actually is. **Source : MarineNorway**

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :



TOTAL VESSEL MANAGEMENT

K.P. van der Mandelelaan 34 - 3062 MB Rotterdam (Brainpark) - The Netherlands

Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : mail@workships.nl

Website : www.workships.nl



The **GOLDEN NORI** seen in the Houston ship channel

Photo : Hans Schaefer ©

Tallink sells Meloodia

SSG-TALLINN. AS Tallink Grupp has sold the ferry **Meloodia** and the vessel will be delivered to the new owners in Singapore in December. Last year the **Meloodia** was chartered by Eurolineas Maritimas S.A. (Balearia) for service in the Mediterranean.

Gdansk Container Terminal repeatedly posts record high results



Top : The OOCL MOSCOW

For a consecutive year, the Gdansk Container Terminal has attained record high turnover rates. This year it was already on 12 November that the results exceeded last year's volume of 77,473 TEUs i.e. 20-foot containers processed at the terminal's quays. The record-breaking container was discharged from "**OOCL Moscow**", which is a 158.7-metre long and 25.6-metre wide vessel with a carrying capacity of 1,216 TEUs. It operates regular services to Gdansk as part of the OOCL Scan-Baltic Express 1 service as of 15 August this year when it replaced a smaller vessels operating this route. **Source : Port of Gdansk**



The tug **Akhtiar** seen passing Maassluis with the newbuilding hull **Fresena Sailor** from Nantong bound for the Damen yard (Eemhaven) in Rotterdam.

Photo : Hans Kraijebosch ©

Rotterdam verhoogt havengelden

Het Havenbedrijf Rotterdam (HbR) verhoogt in 2008 de meeste havengelden met 1,7 procent. Voor containerschepen valt de verhoging iets hoger uit (1,8 procent), terwijl die voor olietankers juist iets lager is (1,4 procent). Over de verhoging is overleg gevoerd met het havenbedrijfsleven onder leiding van Deltalinqs. Sinds twee jaar voert het HbR geen generieke verhoging van het zeehaventarief door, maar kijkt het naar marktomstandigheden en investeringen in specifieke sectoren.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 263

Behalve het havengeld worden ook het kadegeld (met 1,1 procent) en het binnenhavengeld (met 0,8 procent) verhoogd. **Source : Nieuwsblad Transport**



REDWISE - Ship Delivery & Maritime Recruitment

Redwise nieuwe web site de lucht in.

Redwise, Specialisten in het uitbrengen van schepen, hebben een nieuwe web site welke de wereld overspant, net als de uitbreng reizen. U kunt hier dagelijkse posities, scheepsgegevens en bemannings reisverslagen vinden, alsmede links naar de opdracht gevers.

www.redwise.com

voor geïnteresseerde zeevarenden is er ook de site **www.onwijswerk.nl**

Superspeed 1 in service in February 2008

SSG-TØNSBERG. Color Line's new fast ferry, the 28-knot **Superspeed I**, will start sailings between Kristiansand and Hirtshals on February 8, next year. The crossing will take 3 hours and 15 minutes. **Superspeed II** will commence traffic from Larvik to Hirtshals in May, next year. The **Superspeed I** will replace the fast ferry **Silvia Ana** and the conventional ferry **Christian IV**. The **Sylvia Ana** has been sold to the Argentinean company Buquebus for USD 16 million. The ferry will service the route between Buenos Aires in Argentina and Montevideo in Uruguay from December 20. The **Superspeed II** will replace the **Peter Wessel**, which has been sold to Mediterranean Shipping Company (MSC) for EUR 25 million. Earlier, the **Kronprins Harald** was sold to Irish Ferries for EUR 43.6 million, after the ferry had been replaced by the **Color Magic** between Oslo and Kiel.



News from the shipping lines

South American shipping company CSAV has introduced a number of important improvements to its services in East Coast of South America aimed at offering customers increased options and a more reliable service. From the beginning of November it launched a new Marco Polo service from East coast of South America to Middle East and the India Subcontinent in cooperation with CMA – CGM's Vasco express service, offering a dedicated service and improved transit times, frequency, and service reliability.

The service connects the East Coast of South America to the Middle East and India Subcontinent, calling in Khorfakkan, Jebel Ali, Damman , Bandar Abbas and Nhava Sheva directly but maintaining its call at Durban on the westbound leg.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 263

The first vessel, **M/V SANTA MADDALENA** called at Santos on 7 November, Parangua on 8 November, Itajaí on 10 November and Rio Grande on 12 November.

The service will run with eight vessels of 1,700 TEU capacity on a weekly frequency. All of the vessels are equipped with reefer plugs for 350 reefer containers. The Marco Polo service will offer customers new direct options for their cargo from East coast of South America and will also add further options for CSAV's existing East Coast South America services.

The new port rotation is as follows: Santos – Paranaguá – Itajaí – Rio Grande* - Khorfakkan* - Jebel Ali – Damman – Bandar Abbas* - Nhava Sheva* - Durban – Santos. New calls are shown with *

SA Independent Liner Services (SAIL) will shortly take delivery of their latest charter vessel, the 1,118-TEU container ship, **ORINOCO RIVER**, one of the CV 100 class ships being built at the Qing Shan Shipyard in China. Orinoco River will go on charter with SAIL on that company's South Africa – West Africa - Europe service.

HAMBURG SÜD has confirmed that it is taking over the shipping liner operations of Costa Container Lines and Calmedia Agenzia Marittima srl.

The takeover affects the following trades:

Western Mediterranean – East Coast South America

East Coast South America – Caribbean and Mexico

Western Mediterranean – North Coast South America and Caribbean

Italy – Turkey and Greece

Italy – Algeria

Italy – Syria, Lebanon and Egypt.

The acquisition includes the ships in Costa Container Line's fleet and increases Hamburg Süd's volume capacity by 360,000 TEUs. Hamburg Süd says it will continue to use the well-established Costa Container Lines branding and that the purchase will strengthen its position in the core North / South trade lanes. **Source : ports.co.za**

First China ro-ro to BalticBridge

SSG-RINGKØBING. DFDS Tor Line will strengthen its service from Fredericia and Copenhagen to Klaipeda in Lithuania (BalticBridge) in February 2008. At that time the first in a series of China-ro-ros will be put in service on the route, replacing the Tor Maxima. It means better capacity, plus 33 per cent, and higher speed. The first ship will be named the Tor Corona and is the first of four units taken to DFDS in a long-term charter arrangement with a UK based finance company. The Tor Corona has a capacity of 3,178 lane metres.

DFDS Group has operated for a long time on the Baltic service, which was started shortly after the Soviet breakdown in 1989. The BalticBridge to Fredericia offers transport through Esbjerg on the BritanniaBridge to Immingham via a 100 km road connection between Fredericia and Esbjerg

Geachte lezers,



Hierbij wil ik **allen bedanken** die gereageerd hebben d.m.v. een felicitatie e-mail, ter gelegenheid van mijn 78e verjaardag, door de bijzondere stunt van onze zoon om dit op deze manier openbaar te maken in Shippingnewsclippings. Vele mails en telefoontjes, een loeiende stoomfluit van de **FURIE** varende op de Waterweg waren het resultaat en het geheel een totale verrassing.

Met vriendelijke groet,

Aad Sinke.

WHEN HARRY MET SALLY ?



Above seen in Aarhus: The two latest Danish-flagged A. P. Møller-Mærsk in a rare meeting.

The **Nakskov Maersk**, the fourth in a series of 16,000 DWT tankers from Shanghai, left Aarhus at the end of its maiden voyage from Shanghai via Belawan to Aarhus with a cargo of palm oil. On the voyage to Kaliningrad the ship passed the seventh of the world's largest containerships: **EDITH Maersk**, # 209 from Odense. The arrived at Aarhus for the final fitting out after the sea trial and before joining her sisters in the China Express service AE7.

Photo / Text : Bent Mikkelsen ©

Bridgestone kiest boot voor Spanje

De Japanse bandenproducent Bridgestone vraagt zijn wegvervoerders om tussen België en Spanje de shortsea dienst van Transfennica te gebruiken. 2XL is de eerste vervoerder die daarmee heeft ingestemd. Bridgestone Europe heeft jaarlijks 1.500 ladingen van en naar Spanje.

De beslissing van Bridgestone is een belangrijke opsteker voor Transfennica. Die dochterrederij van het Nederlandse Spliethoff startte eind september een ro/ro-dienst tussen Zeebrugge en Bilbao en biedt nu met twee schepen drie afvaarten per week en per richting. Een overtocht duurt 38 uur.

De **Friedrich Russ** en **Elisabeth Russ** varen op dit ogenblik nog verre van vol, maar elke week nemen de volumes toe. De rederij blijft dan ook bij haar voornemen om rond de jaarwisseling grotere schepen van het type Stena 4Runner op de route in te schakelen. **Source : Nieuwsblad Transport**



The **PACIFIC DAWN** seen departing from Sydney assisted by the Svitzer tug **WATAGAN**

Photo : Martin Grant ©

Maersk buys two Aframax tankers

SSG-RINGKØBING. A. P. Møller-Mærsk has purchased two large tankers, earlier on charter to Maersk Tankers, for a couple of years. The tankers are the **Unique Priority**, now the **Maersk Priority** (Daewoo) and the **Unique**

Privilege, which is now the **Maersk Privilege** (Sumitomo). Both units will fly the Hong Kong flag and be owned by A P Moller Singapore Pte. Both vessels were originally owned by Unique Shipping in Hong Kong, which has been a partner with A. P. Møller-Mærsk for several years, owning a number of older container carriers. The two 105,000 DWT aframax tankers are quite new, built in 2004 and 2003. They were built specifically for charter with Maersk Tankers.

Palmali Launches Tanker

Palmali Group shipping company has put into operation a Suezmax tanker that replenished its overall fleet deadweight. The Company reported that the vessel was named in honor of national leader **Heydar Aliyev** of Azerbaijan. Its length 274 m, width 50 m, sea-gauge 17 m. **Heydar Aliyev** is one of the series of Suezmax last generation built in South Korea. The tanker deal cost \$96m. The vessel is designed for transportation of up to 165,000 tons of crude oil and heavy grades of petroleum products with unrestricted sailing area. The major advantage of the new tanker is its performance capability. Main routes start from ports of the Black and Mediterranean Seas running to ports of the United States and South-Eastern Asia. Launching of the next Suezmax tanker is scheduled for November 20. It is named in honor of Azerbaijani prominent ophthalmologist, public and science figure and academic Zarifa Aliyeva. Next year Palmali will launch six more tankers of this class. The total project cost is \$780m. **Source: abc.az**



The **SMIT GLADSTONE** is renamed **HERCULES** by **Sleepdienst Iskes** in Ijmuiden
Photo : Joop Marechal ©

Scandlines schuift met tonnage in Baltische Zee

Ferrymaatschappij Scandlines verhoogt de frequentie van de ro/ro-dienst tussen Rostock en Ventspils. Het schip **Fellow** wordt als derde schip op die route ingezet zodat er zes afvaarten per week en per richting kunnen worden geboden. De **Fellow** vaart nu nog tussen het Zweedse Karlshamn en Ventspils, maar die route wordt op 23 november opgeheven. De financiële resultaten van de dienst vielen al een tijdje tegen. Scandlines blijft wel tussen Zweden en Letland actief met de vrachter **Petersburg**, die vijf keer per week tussen Nynäshamn en Ventspils vaart. Op deze route verwacht Scandlines wel nog groei, omdat Nynäshamn een goede uitvalsbasis is voor de verladers en vervoerders uit het nabijgelegen Stockholm.

Het aandeel van de Baltische lijnen in de omzet van Scandlines zal verder toenemen, wanneer de rederij begin volgend jaar ook twee zusterschepen gaat inzetten tussen Rostock en Hanko. Daar kan de frequentie dan worden verdubbeld naar vier afvaarten per week en per richting. **Source : Nieuwsblad Transport**

Algoma Central orders two product tankers in China

Canada's Algoma Central Corporation has entered into an agreement, through a wholly-owned subsidiary, to construct two 25,000 DWT double-hulled, IMO II, petroleum product tankers at the Nantong Mindge Heavy Industry Stock Co., Ltd. shipyard in Jiangsu, China. Deliveries of the two vessels are scheduled for August 2010 and April 2011 at an expected cost of approximately \$90 million U.S. in total. These vessels are in addition to the acquisition of three 16,500 DWT double-hulled IMO II petroleum product tankers announced September 11, 2007.

All five of these vessels will be employed and operated as part of Hanseatic Tankers, a new venture being established with Bernhard Schulte Group, Sloman Neptun, Intrepid Shipping LLC and the Corporation. Hanseatic Tankers plans to employ and operate eighteen 16,500 DWT and up to eight 25,000 DWT tankers. Trading areas for the ships are expected to be focused in Europe, the Mediterranean and Asia. These opportunities allow for further diversification of Algoma Central within the global shipping industry.

Algoma Central owns and manages four Canadian-flagged product tankers with delivery of an additional two tankers scheduled for the first half of 2008. The corporation also owns a foreign-flag product tanker through a wholly-owned foreign subsidiary. It is expected this foreign-flag product tanker will also be operated and employed as part of the Hanseatic Tankers commencing in late 2008.

In addition to product tankers the corporation owns 19 Canadian flagged dry-bulk vessels that operate on the Great Lakes - St. Lawrence Waterway as part of a 35 vessel fleet that is managed by Seaway Marine Transport, a partnership with an unrelated party, Upper Lakes Shipping Ltd.

On November 7, 2007, the partners announced they had entered into agreements with Chengxi Shipyard located in Jiangyin, China, to construct two maximum seaway size self-unloading forebodies and to attach these new forebodies to the aft-ends of the Algobay and Algoport. The completed vessels are expected to be in service in December 2009 and September 2010, respectively at an expected cost of approximately \$125 million with the Algoma Central's share amounting to \$62.5 million. This expected total cost includes cost estimates to modernize the aft-ends of both vessels and a 25% import duty currently payable on the imported forebodies.

Upon delivery in December 2009 and September 2010, these vessels will be bareboat chartered to Seaway Marine Transport.

Algoma Central owns two ocean-going self-unloaders through a wholly-owned foreign subsidiary and an interest in five ocean-going self unloaders through a joint venture. These seven vessels are part of a 28 vessel, ocean-going, self-unloader fleet that is commercially managed by a third party.

Algoma Central also owns a diversified fabrication, ship and engine repair operation and commercial real estate.

Source : MarineLog

MOVEMENTS



Friday morning **THE RESOLUTION** passed the Flushing Boulevard.
Photo : Jan Daniels ©



The **CLIPPER BURGUNDY** seen outward bound from Rotterdam
Photo : Jan Steehouwer ©

AIRCRAFT / AIRPORT NEWS



HM Coast Guard **Sikorsky S-61N** Rescue helicopter **"INDIA JULIET"** seen over the wreck of the **MSC Napoli** during an exercise last Wednesday
Photo : Adrian Scales ©

Tien gewonden bij ongeval met Airbus op luchthaven Toulouse

In Frankrijk zijn tien mensen gewond geraakt, onder wie drie ernstig, toen een Airbus A340-600 tijdens motortesten een geluidsscherm raakte op de luchthaven van Toulouse-Blagnac. Vier gewonden zijn naar het ziekenhuis gebracht, de zes anderen konden ter plaatse worden verzorgd.

Zeven van de negen inzittenden waren personeelsleden van Etihad Airways, een luchtvaartmaatschappij uit de Verenigde Arabische Emiraten. De twee anderen waren werknemers van Airbus. Een van de zwaargewonden bevond zich op de luchthaven. Het toestel zou normaal gezien binnen de week aan Etihad Airways geleverd worden, aldus Jacques Rocca, woordvoerder van Airbus Frankrijk. De oorzaak van het ongeval is nog onduidelijk. **Source : belga/dm**



Photo : Courtesy DR

Accident at Saint-Martin Airbus site

Airbus deeply regrets to confirm that an accident occurred at its Saint-Martin site in Toulouse Thursday afternoon. The accident occurred at 5:00 pm local time, when engine-run-ups were being carried out on an A340-600, MSN 856, which was due to be delivered to Etihad in the coming days.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 263

There were nine persons on board out of them five people sustained injuries. There are no fatalities. At this time, recovery operations are still in progress and Airbus staff is working closely with the emergency services and local authorities at the site. Airbus expresses its sympathy to the families and friends of the persons concerned.

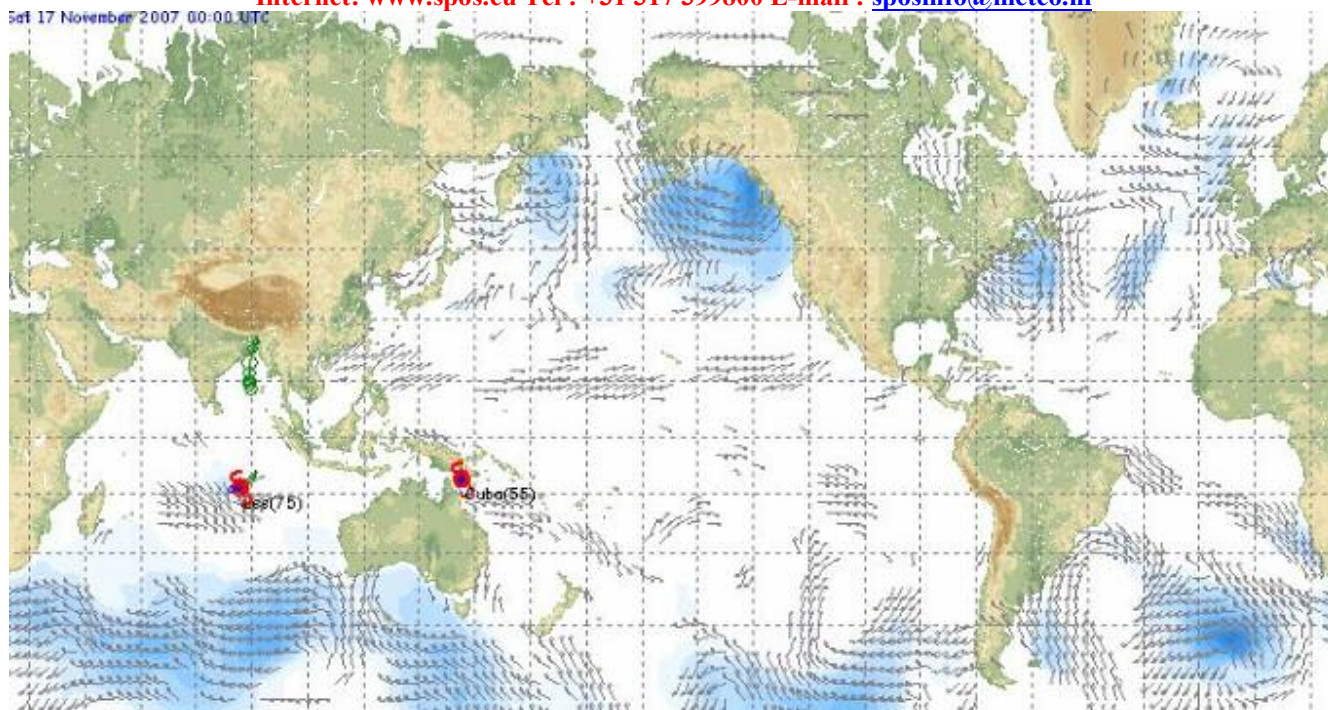
Airbus will provide the full support to the official investigation authorities in France. **Source : Airbus Industries**

MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



Internet: www.spos.eu Tel : +31 317 399800 E-mail : sposinfo@meteo.nl



Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY



The German Coast Guard vessel **ARKONA** seen in Rostock

Photo : Rik van der Ent ©

BOEKBESPREKING

Auteur : Frank NEYTS

"Salvage. A personal odyssey".

Bij Seafarer Books verscheen onlangs "**Salvage. A personal odyssey**". In dit boek brengt kapitein Ian Tew zijn eigen verhaal. 'No cure, no pay' blijft de regel bij bergingswerk. Wanneer die berger door de elementen wordt verslagen, ontvangt hij niks. Bergingswerk is dan ook geen job voor watjes. Ian Tew startte in 1974 zijn loopbaan bij Selco in Singapore. Hij schuimde de wereld af als sleepbootkapitein en berger, van Cornwall naar de Zuidelijke Oceaan, van de Golf van Suez naar de Zuid Chinese Zee. Hij vertelt over de uitdagingen gedurende tien zware jaren; een losgeslagen ponton, een vrachtschip vastgelopen op een rif, een tanker door een raket getroffen in de Perzische Golf. Dit aangrijpend verhaal van drama op zee is een ode aan het zeemannschap, de moed en de vindingrijkheid van elke scheepsberger. Een 'insight view' hoe een bergingsploeg leeft en werkt. Een echte aanrader.

"**Salvage**" (ISBN 978 0 9550243 9 9) telt 293 pagina's, werd met een harde kaft uitgegeven en kost £19.95. Aankopen kan via de boekhandel of bij de uitgeverij, Seafarer Books, 102 Redwall Road, Rendlesham, Woodbridge, Suffolk IP12 2TE, UK. Tel. +44(0)1394.420789, e-mail: info@seafarerbooks.com.

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you want to no longer receive this bulletin kindly reply with the word "unsubscribe" in the subject line.